



ACN 009 253 187

**AUSTRALIAN SECURITIES EXCHANGE ANNOUNCEMENT**

**19 JULY 2016**

**EDENCRETE™ - GDOT I-20 FIELD TRIAL UPDATE**

Please see attached ASX Announcement by Eden Energy Ltd (ASX: EDE) for further details.

**Background**

Tasman through its wholly owned subsidiary, Noble Energy Pty Ltd, holds 493,198,298 fully paid shares in Eden (representing 42.33% of the total issued capital of Eden) and 101,356,779 EDEO options representing 46.06% of the issued EDEO options. This equates to 1.3 EDE shares and 0.27 EDEO options held for every Tasman share issued.

Based on the last traded prices on the ASX of EDE (\$0.25) and EDEO (\$0.23) on 18/7/16, this investment had a market value of \$146 million, which is equivalent to 38.5 cents for every currently issued TAS share.

A handwritten signature in black ink, appearing to read 'Greg Solomon', on a light-colored rectangular background.

Greg Solomon

Executive Chairman



ACN 109 200 900

## AUSTRALIAN SECURITIES EXCHANGE ANNOUNCEMENT

19 July 2016

### EDENCRETE™ - GDOT I-20 FIELD TRIAL

#### STATE OF REPAIR AFTER 11 MONTHS

**Eden Energy Limited (ASX: EDE)** is pleased to announce a recent visual examination of the current state of repair of the EdenCrete™ enriched section of concrete laid on 26 August 2015 as a field trial of EdenCrete™ on a troublesome section of the Interstate Highway I-20 in Augusta, Georgia for the Georgia Department of Transportation (“GDOT”) (see **Eden ASX Announcement ASX: EDE 27 August 2015 and Figure 1 below**) is showing no visible cracking or significant signs of wear after 11 months of highway wear (see **Figure 2 below**).



**Figure 1. EdenCrete™ Slab being laid on I-20 in Augusta, Georgia on 27 August 2015**



The control section, laid on 27 August 2015 on the adjoining section of the same lane on I-20, and using the same concrete mix but containing no EdenCrete™, is however, already showing a significant crack developing (**see Figure 3 below**), 11 months later.

The trial section of the I-20 has high water content in the sub-surface beneath the road surface, which often results in a relatively short service life of the concrete roadway surface.



**Figure 2. EdenCrete™ - No Visible Cracking**



**Figure 3. Control - Visible Crack Developing**

This result from the EdenCrete™ I-20 Field Trial mirrors a similar result in a commercial field trial in October 2015 (**see Eden ASX announcement [ASX:EDE 1 April 2016](#)**) where, in a six months' field trial of EdenCrete™ using of the same GDOT 24 Hour Repair Concrete Mix in an application that is subject to extreme wear and abrasion (**see Figure 4**), no cracking or visible wear was evident. However, there was significant cracking and visible wear in the control slab (**see Figure 5**) within the same 6 months period. As a result, EdenCrete™ was then selected for used in a subsequent commercial replacement programme at the site.



**Figure 4. Site of Field Trial Showing Extreme Loading, Heavy Duty and Abrasion**



**Figure 5. Control Slab Showing Cracking After 6 Months...the EdenCrete™ Slab Showed No Cracking After 6 Months**

The uncracked I-20 EdenCrete™ slab, after 11 months at a location on the I-20 where the concrete regularly cracks in a very short time due to the very difficult ground conditions, follows the highly encouraging laboratory tests carried out on test cylinders of the concrete used in the I-20 Field Trial.

In these laboratory trials, at 56 days, the EdenCrete™ concrete showed a 32% improvement in compressive strength (45.8% improvement when an accelerant was added to the concrete mixes by GDOT) and a 56% improvement in abrasion resistance (**see Eden ASX Announcement ASX: EDE 26 October 2015**).

These laboratory results in turn resulted in GDOT (**see Eden ASX Announcement ASX: EDE 10 December 2015**):

- Approving for use EdenCrete™ in GDOT construction and maintenance projects in both GDOT's Class 24-Hour accelerated strength concrete mix applications and also its Class B concrete application; and
- Classifying EdenCrete™ as "Field Tests" (i.e. to undertake a further Field Test) in the applications of Portland cement concrete pavements (GDOT Specification Section 430 and/or 439) and concrete whitetopping (GDOT Specification Section 453) (replacing the surface of an asphalt pavement with a concrete surface layer).

## **Georgia Infrastructure Market**

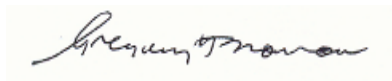
In addition to thousands of miles of concrete roads and highways, Georgia has in excess of 15,000 concrete bridges (ranging from small to large), a recent audit of which indicated that

over 4,000 were not suitable for repair and need to be replaced over the next 20 years, at an estimated annual cost in excess of \$300 million per year. GDOT recently announced that its 10-year budget for Major Mobility Investment Projects is US\$14 billion (see <http://www.dot.ga.gov/PartnerSmart/Innovative/DesignBuild/IndustryForum/2016/InnovativeIndustryBriefing-7-6-16.pdf>.)

The uncracked condition of the EdenCrete™ slab being tested in the I-20 Field Trial, after 11 months of heavy wear, when the control slab has already developed a significant crack during the same period, represents a further significant step towards Eden achieving its longer-term goal of broad penetration by EdenCrete™ into the huge US infrastructure market.

## **BACKGROUND**

*EdenCrete™ is Eden's 100% owned, proprietary carbon-strengthened concrete additive, one of the primary target markets for which is improving the performance of concrete used in the construction and maintenance of concrete roads, bridges and other infrastructure. Additionally, it has potential for use in a range of other applications including high-rise building construction, marine and coastal applications, highly abrasive and hardwearing applications, water storage and pipelines, and pre-fabricated concrete structures and products.*



**Gregory H. Solomon**  
Executive Chairman